The Chicago Tribune.

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WASHINGTON.

Interest Refunded on the Pacific Railroad Bonds.

Preparations to Decorate the Soldiers' Graves at Arlington.

A Frenchman's Opinion of Affairs at the South.

Special Despatch to The Chicago Tribune.

WASHINGTON, May 10.

DECORATION OF SOLDIERS' GRAVES.

Quite extensive arrangements are being made here to decorate the soldiers' graves in this vicinity on the next May 30th. The principal ceremonial will be, as last year, at Arlington. Sub-committees of the Grand Army of the Republic have been appointed to arrange details. There will be a brief oration, and an original poem by a gentleman of the city. Several hundred vocalists will participate in the exercises, and the flowers will be distributed by children. Papers for subscriptions of money and donations of flowers are being circulated in all the principal departments throughout the city. Mrs. President Grant is a member of the Committee on Decorations, and has already a large quantity of work from the White House.

PACIFIC RAILROAD BONDS.

The gold and accrued interest up to the first of the month on Pacific Railroad bonds issued by the government was $4,440,411, of which amount the railroad companies paid $1,241,426, leaving $3,198,985 charged against them on the books of the Treasury. The original Railroad act of 1862 gave the government fifty per cent on the road for this bond and interest, but in the act of 1864 this was changed so that the government gets only a second lien, and the principal department gets a credit of money or bonds, their entire credit being for mail service, transportation and other work. They render their bills through the Auditor's office, and can be in no form is credited as reimbursement for interest. The figures show that the Union Pacific has transported, but about one-third its interest. The Eastern Division about two-thirds, the California Pacific only about one twenty-fifth, and the Central City only $16 out of over $6,000. The law provides that all companies shall reimburse their interest, but fails to provide any way for its immediate collection if not paid, though it provides it could be obtained by it in court. Most of the roads have accounts against the government passed through the auditing offices of the Treasury, and when these are credited up to the various roads the showing against them will not be so bad as it appears.

A FRENCHMAN'S OPINION OF AFFAIRS AT THE SOUTH.

A French gentleman of wealth and character, who, for business, has called him through the South a number of times during the last twelve or fifteen years, has just returned here from one of these trips. He says he sees no such signs of evidences of material prosperity as on this occasion. He notes that persons are now for the first time allowed a fair chance to express their views in the exercise of opinion, and that there is more safety for life and property than ever before.

A COLORED CONSERVATION.

Among the appointments to-day was that of a colored man as compositor in the Government Printing Office, a colored conservation.

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THE INDIAN BUREAU.

Very little excepting mere routine business has been transacted at the Indian Bureau for the past two days, owing to the absence of Commissioner Parker.

CHIEF CLERK OF THE INTERIOR DEPARTMENT.

Edward Mansfield, of Ohio, has been appointed Chief Clerk of the Interior Department.

SPRINGFIELD.

An Interesting Case of Conscience—Another on the Rope—The Governor's Agency—The Governor's Guard—&c.

SPRINGFIELD, May 10.

A case of conscience somewhat out of the ordinary rather interesting. A pictorial stubridged Webster's dictionary was received at the office of the Secretary of State, some days since, from Washington City, and a letter accompanying it, saying that the book was purchased at Galena, and the writer, that conscience was troubled him, and that the dictionary from the post library and kept for his own use. He thought the best way to ease his conscience is to return the book to the State authorities, and hence the letter. The query at the State Department is, who is the legal owner of the book, and the Secretary has stamped the following: "Post Library, Large Number, Illinois."

The indiscriminate slaughter of dogs, in this city, is resulting in the howl from the canines and from the owners of the unfortunate quadrupeds. Praise to the conscience of our city fathers sober! They meet, to-night, for consolation over the matter of canine slaughter.

The slaughter of the pension agency of this, the Springfield district, has and is working badly. For the last quarter there is not a single claim for a pound, and none will be for a month to come, Hon. Hooper, Widows, orphans, or soldiers who are the widows or children of soldiers who died in the service of the country, are the only persons entitled to pay. Still, it is thought the office will be continued.

The Governor's Guard—the Governor's body guard—is to be disbanded. The Governor has no further use for it, and the State has no money to pay it. The Governor's Guard is a good thing, and a better organized body of men than it is cannot be found in the State. Its members are all men of character and standing, and they have been of great service to the Governor in the past. Its disbandment will be a loss to the State.

EUROPE

Great Britain.

THE MAYOR OF CORK SUSTAINED BY THE IRISH PEOPLE.

LONDON, May 10.

A great indignation meeting was held in Cork, on Saturday evening, to express approval of the determination of the conduct of the government in the matter of Mayor O'Sullivan.

POWERS OF THE LORD LIEUTENANT OF IRELAND TO BE INCREASED.

LONDON, May 10.

In the House of Commons, Mr. Maguire, Chief Secretary for Ireland, in reply to an inquiry of Lord John Manners, said Her Majesty's Ministers were already considering the propriety of increasing the power of Lord Lieutenant of Ireland for the more efficient suppression of outrages in that country.

France.

NAPOLEON'S SPEECH AT CHASTERS.

PARIS, May 10.

The Emperor visited the Normandie Establishment at Chartres, yesterday. The Civil Engineer, Chevalier, presented the Mayor, who delivered an address. The Emperor, in reply, made a short speech in reply. He recalled the visit he made to Chartres when he was President. He then referred to the coming elections, and invited all men of all parties to aid in the advancement of the country. He closed progress by choosing as their representatives men worthy of such a mission.

Spain.

THE CORTES AND GIBRALTAR QUESTION.

In the Cortes, Saturday, Senor Crems asked what action had been taken by the government toward securing Gibraltar. The Foreign Minister of State, replied that the government fully recognized the importance of the Gibraltar question, and that before the negotiations for its cession, the nation must be strongly consulted—a vote must be recognized.

NEW YORK

Special Despatch to The Chicago Tribune.

NEW YORK, May 10.

MONEY.

Money market easy, with abundant offerings at 7 per cent.

COTTON MOVED.

The government bond market was buoyant and higher, with a good demand generally. The improvement extended throughout the entire list, but was most marked on new five-twenties. Large quantities bought by foreign bankers.

STOCKS.

The stock market is firm, in sympathy with the generally buoyant condition of affairs. The signing of the New York Central bill is regarded as certain, and the advance in Central carried up the other stocks. Rock Island, Ft. Wayne and Northwestern were the principal Western shares.

GOLD.

There was considerable excitement in gold, though less than on Saturday. Rumors of an extra session of Congress caused an advance to 136, with a prompt subsidence, the story was denied.

A REPORT.

It was reported on the street to-day that the difficulty between James Fisk and the Union Pacific Railroad has been compromised, and the agency office will be brought here again from Boston.

POLITICAL CONSPIRACY IN BELGIUM.

A Brussels paper says a conspiracy has been discovered having for its object the overthrow of the government and the proclamation of a republic. The international movement was to begin among the Belgian miners.

NEW YORK, May 10.—It is stated that the Captains of the Cunard steamers have issued orders forbidding parties into leaving the island. Only those with tickets are allowed on board with their family and pass, and if he would abandon Cuba. General Prim, who is now in command of the Spanish forces in Cuba, has issued a proclamation, dated October, and who has been

The Tribune.

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TUESDAY, MAY 11, 1869.

The office of THE TRIBUNE has been moved from its old quarters, No. 51 Clark street to the new TRIBUNE Building, on the southeast corner of Dearborn and Madison streets.

THE CELEBRATION

The celebration, yesterday, was, in all respects, worthy of the occasion and the city. It was spontaneous and general. The procession was about seven miles in length and occupied nearly two hours in passing a given point. It was well marshaled and admirably representative of the industry, enterprise and public spirit of Chicago, as well as expressive of the enthusiasm excited by the completion of the Pacific Railroad. Fifty thousand people lined the route of the procession on Michigan avenue, and showed unbounded admiration and cheerfulness of the presence of Vice President Colfax and the distinguished guests to render them an ovation as unprepared as it was enthusiastic. So general and imposing a celebration of the completion of a work of public improvement has occurred we think but twice in the history of the country, viz: on the completion of the Erie Canal, and on laying the Atlantic Cable. It was free from the atmosphere of warlike energy and the suggestions of suffering, danger and death which threw their oppressive shadow over the celebrations of our victories during the war for the Union. On the contrary it was full of the inspiration of peace and glorious in its promise of enlarged prosperity and happiness. It brought home to every mind the truth that

"Peace hath her victories
No less renowned than war."

CHICAGO AND THE ASIATIC TRADE.

Any schedule of freights and fares which the Pacific Railroad may at present adopt will doubtless be "provisional" merely, and open to revision as the business of the road developes. But we are satisfied that the prosperity of the road itself, and the degree in which it will fulfil the great hopes based upon it, and benefit the country at large, depend on the breadth of view and moderation (depending, and that a very foolish sort,) which its Directors shall bring to the adjustment of its schedule, especially of through freights and fares. There will be a temptation at first, in view of the absence of railway competition, the difficulty of supplying itself along the route and the high cost of Western labor, to put up both freights and fares to the highest possible point. Perhaps we are not wrong in saying that the charge of $216.95 for fares from Chicago to San Francisco (2,389 miles), or about nine cents per mile, is an illustration of this tendency. Assuming that this, which is three times the average rate on the other railroads of the country, is a fair guide to the rates at which freights also will be charged, we have a starting point from which to calculate whether it will be profitable to import teas, indigo, silks, opium, opium and other of the more compact Asiatic goods by this railway, or whether they are still to follow their ancient channels of commerce, All great improvements in modes of transportation have dried up the former channels of commerce and depopulated the commercial cities relying upon them, and created new. The trade between India and China, on the east, and Asia Minor and Europe, on Constantinople rose into power. But the mariner's compass and the East India packets transferred this trade to Calcutta, Bombay, Lisbon, Genoa, Amsterdam, and it now centres in the two first and London. Without railways, Chicago would now have been a many little lake port of one-tenth its present population.

The whole question whether a vast and almost unnecessarable East India trade is to be deflected from its ancient channels, via London and New York, and caused to flow into a route, via San Francisco and Chicago, depends upon but one point—cost. If the teas now consumed in the United States can be imported to and distributed from Chicago more cheaply than from any other point, here they must come, by a law as irresistible as gravitation. The cost of railroad freights on the other roads of the country ranges from eight to fifteen mills per ton per mile, averaging one cent per mile. If we suppose that the Pacific road will charge three times as much, or three cents per ton per mile (which is twice too much), the freight of a ton (2,000 lbs.) of tea from San Francisco to Chicago will be $60. The ocean transportation saved via San Francisco and the Pacific Railroad, compared with the Cape Horn or the Cape of Good Hope, is about 15,000 miles. The freight at ocean rates, for this 15,000 miles, averages two mills per ton per mile, or $24. The ton of tea, at ordinary invoice rates (30 cts per lb), would be worth $700, and the time consumed by the ocean route would exceed by six months the time consumed via San Francisco and Pacific Railroad. There would be saved by the latter route, therefore, the interest on $700 for six months, or $24.50. The rates of marine insurance, from London to New York, are 1½ per cent. We have not the rates from China to London and New York, but they cannot range less than from two to four per cent. At least two per cent would be saved on marine insurance by the route, or $14, and the railway cost of bringing the tea from New York to Chicago, $10. The relative cost of bringing the ton of teas to Chicago via Ocean and Pacific Railway, would compare somewhat as follows:

Cost or freight from San Francisco to Chicago.....	Ocean.	Railway.
Insurance on ocean freight.....	$24.00	
Insurance on railway freight, cost of teas $4.20		
Insurance on marine premiums.....	14.00	
Insurance on railway premiums.....		4.20
Freight from San Francisco to New York or Chicago.....	24.00	
Total.....	$72.00	

Balance in favor of Pacific Railway route, only $42.80 per ton. As this compares the relative cost of bringing tea to Chicago, in both cases it is obvious that the small margin of profit above shown is hardly sufficient even to guarantee that the quantity of teas heretofore distributed from Chicago might profitably be brought by the rail, but affords no grounds of deflecting the trade from other points. On the contrary, teas would come to New York cheaper by the ocean route. But we regard a charge three times as great per ton per mile as any other road in the country receives as altogether unreasonable in fact, though in accordance with the present charge of the Pacific Railway for passengers. A bill was introduced in Congress last winter which proposed to limit the company to such rates charged by other roads. We believe such a rate would pay the company better than one of three times as much. Under the latter rate the figures would stand thus:

Freight by Ocean Pacific.....	$48.00
Insurance on ocean freight.....	9.60
Insurance on cost of teas.....	2.80
Insurance on railway premiums.....	14.00
Freight from New York to Chicago.....	10.00
Total.....	$73.20

Balance in favor of Pacific Railway route, $22.80, being on the capital involved ($700), a difference of 4¼ per cent. At this rate of freight Chicago might (other circumstances being equal) become a rival of the point with New York, not only for the distribution of the teas now sold from Chicago, but for the New York wholesale trade. Some of the "other circumstances" would be favorable to Chicago, and chiefly the fact that teas brought from China in forty days would reach a favor and quality which they now in passing under the tropics in an open vessel, 90 days and the and 16,000 miles.

Now, it is very clear that if the Pacific Railway can afford to carry freight which produces one or great value in a small bulk, as teas, silks, spices, coffee, &c., as through freight from San Francisco to Chicago, and even to New York, in competition with ocean routes, it cannot afford to carry local freights at all. For it is also clear that it cannot carry them at through freights at a rate higher proportionally as it proposes to charge for passengers. But at one-half of three times a very considerable traffic in Asiatic goods would pour over the road while at the same rates as are charged by railways in all parts of the country, the 400 shipping at San Francisco for Chicago would become the emporium of a large Asiatic commerce. The following table shows the shipments of tea from China and Japan to the United States from June 1, 1868, to March 8, 1869, the date of latest advices by mail; and importations into the United States (not including San Francisco), from January 1 to date, in 1868 and 1869:

Shipments from China and Japan from June 1 to March 8, '69. | *Imports into U. S. from Jan. 1.* '68. | '69.

	1868-9.	1867-8.	1868.	1869.
Boston.....	10,878,133	15,145,970	1,998,020	11,068,954
Green.....	15,618,970	17,944,000	15,138,781	10,126,467
Japan.....	3,284,700	3,800,000	1,247,280	4,330,956
Total.....	30,429,803	31,391,970	17,774,281	24,972,717

THE CHEROKEE LAND IMBROGLIO.

The Cherokee Neutral Lands, which are now the scene of some public disturbance, are situated in the northeast corner of the Indian Territory, but are within the jurisdiction of the State of Kansas. They are bounded on the north by Kansas, on the east by Missouri, and on the south and west by other Indian reservations. They consist of 800,000 acres of very beautiful and fertile land. This tract was bought by the Cherokee Nation from the United States Government, in 1835, for the sum of $500,000 cash, and a patent was issued vesting the title in the tribe in fee simple. In the treaty, by virtue of which the land was deeded to the Cherokees, the United States agreed to keep all intruders off, which agreement was faithfully observed. Bands of troops being stationed there to eject trespassers. Several times intruders were forcibly expelled and their fences and buildings burned by order of the government.

In July, 1866, the Cherokees made a new treaty with the government, in which they ceded these lands to the United States in trust, to be sold for cash, for not less than $600,000, the proceeds to be invested in United States registered bonds, for the benefit of the Cherokee nation. A provision was inserted by the Senate, and agreed to by the Cherokees, protecting the rights of settlers who had occupied land at the date of ratification of the treaty, giving them the right to purchase one hundred and sixty acres each, at an appraised value not less than one dollar and a quarter per acre.

Under this treaty the Secretary of the Interior (Mr. Harlan) made a contract with a Connecticut company, selling the whole tract at one dollar per acre on long time, with only $25,000 paid down. The language of the treaty authorized him to sell "to a responsible party for cash." In defending his action, which was sharply criticised, Mr. Harlan said that the words "for cash" were intended to prevent a sale of the lands for mere speculation, and that the terms put down, the requirement that they should be sold "to a responsible party" would have been useless. The Attorney General of the United States, however, took a different view of the matter, and the sale was declared void. In the following year (October, 1867,) Mr. James F. Joy, of Detroit, for himself and others interested in the Kansas City, Fort Scott & Galveston Railway, made a contract with Mr. Browning (the then Secretary of the Interior), in pursuance of public advertisement, for the lands at one dollar per acre, cash down. He also paid the Connecticut Company seventy or eighty thousand dollars to avoid a lawsuit with them.

Meanwhile the lands had been occupied by settlers, in addition to those whose preemptions had been recognized and protected by the treaty. There are now about twenty thousand persons on the land, and the railroad was being rapidly built to and through the tract when the recent disturbances took place. A few days ago a mob assembled and drove off the engineers, and threatened to tear up the track if PRESIDENT was laid down on the neutral lands. Affairs are now at a stand-still, and it is reported that troops will be sent to the scene.

We believe this is a correct and impartial statement of the facts in the case. The question arises, what ought to be done as what is it practicable to do, to restore peace and secure the completion of the railroad. It is evident that the attack upon the employes of the company was prompted not by opposition to the railroad (which cannot prove otherwise than a great advantage to them), but by hostility to Mr. Joy and his associates, who claim to own the lands, and who are the principal owners also of the road. It is very clear that such misdirected animosity cannot be allowed to interfere with the prosecution of an important and much needed railway enterprise. Public opinion deals leniently with "squatters," so long as they confine themselves to the defense of their claims as occupants of the soil, and it is probable that Mr. Joy and his associates will be worsted if they make any extravagant claims upon the settlers, unless the latter, by their own extravagant pretensions and lawless proceedings, forfeit all claim to public sympathy. Can bring down upon themselves the strong hand of the law. It is competent for Congress to have been able to see the wisdom of "Joy Purchase," as it is called. Mr. Joy is a Western man, and he knows that squatter law, when confined to its own jurisdiction, is superior to any other kind of law. We can perceive no flaw in the title, except that he is not in possession. The Cherokees owned the land, and they had a right to sell it in the way they did sell it; and Mr. Joy had a right to buy it. It does not follow that it was wise to buy it. A man has a right to occupy the side of a volcano, or to buy confiscated estates in Ireland, or to encumber himself with property upon which a neighborhood feud is at work. Any persons consider such investments desirable On the other hand, the squatters on the Cherokee lands are evidently under bad leadership. We published, not long since, a series of resolutions adopted by a meeting of squatters, which consisted of one part squatter sovereignty, two parts irredeemable currency, three parts St. Simonism and four parts tomfoolery, which nobody could understand. This remarkable manifesto has been followed by acts which no government can tolerate, and which, if persisted in, will end in their complete discomfiture.

The sensible course for Mr. Joy and his colleagues to pursue is to offer the lands to the settlers at the price which the government has fixed for other railroad lands, viz., two dollars and fifty cents per acre. Public opinion will sustain them in such a course, and public opinion alone can enforce their claim. The sensible policy for the settlers to adopt is to cease their violence against the railroad, and devote more of their time to farming and less of it to passing insipid resolutions and listening to nonsensical speeches.

WHAT WE PAY FOR SALT.

During the nine months ending Sept. 30, 1868, there were imported into the United States 406,433,760 pounds of salt. The value of this salt was $970,500, or about 21 cents per hundred pounds. The duty on this salt is 18 cents per hundred pounds imported in bulk, and 24 cents when in bags. The average is about 18 cents per hundred, and the duty amounted to $365,510 in gold. Reduced to paper the duty amounted to over $1,140,000, being, in fact, nearly 110 per cent. There is a bill pending before Congress—and it has strong support—urging the increase of this duty to a uniform rate of 24 cents per hundred pounds, or an average advance of three cents per hundred in gold.

That the amount of salt produced in this country is wholly inadequate to the supply is shown by this immense importation. Only salt manufacturers of this country are principally in New York and in Michigan. The latter interest has declared that the tariff is of no benefit to it, but the New York interest has obtained the present enormous tax, and is clamorous for the addition. The amount of money invested in the New York Salt Company was less than $200,000. It has during nine years increased its stock from its own profits to three times that amount; has purchased and owned property worth $1,500,000, and has divided in cash dividends to the present stockholders $1,200,000. It is owned by perhaps less than fifty individuals, all capitalists. For the exclusive benefit of this company Congress has imposed and retains on imported salt a tax of over 100 per cent, and that, too, when to meet the chartered wants of the country it is necessary to import foreign salt. Every consumer is a consumer of salt, and he should remember that more than half the cost of the salt he uses is a tax levied by the government for the exclusive benefit of a close corporation in the State of New York.

STATE AND NATIONAL JUDICIARY.

There is just at this time a conflict of authority between the Courts of the United States and the Judiciary of the States of Iowa and Wisconsin. The facts which cause this "standing collision, in these two instances, may be thus stated:

The Supreme Court of the United States, just before closing its last term, rendered judgment in another of the Lee County, Iowa, railroad bond cases. The Court affirmed all its previous decisions in the same cases. The people of Lee County, Iowa, voted to subscribe certain bonds in aid of railroads, but the local court enjoined their issue, because of a defect in the law; this defect the Legislature corrected by subsequent legislation, and the bonds were issued. A bill to restrain the levying or collection of taxes to pay the interest on these bonds was then filed, on the ground that the issue of the bonds was illegal, and that the curative act of the Legislature was unconstitutional. That case was taken to the Supreme Court of Iowa, which Court affirmed the validity of the bonds, and the constitutionality of the act of the Legislature. The bonds were issued and passed into the hands of non-resident purchasers. This was in 1858. In 1860 another bill was filed for a review of this decision, and in 1862, four years after the legality of the bonds had been affirmed by the Supreme Court of Iowa, the same Court reviewed and overruled its own decision and decided the other way. In the meantime the questions as to the validity of these and other bonds of the like character issued by several Iowa counties, came before the Supreme Court of the United States, and that Court adopted the decision of the Supreme Court of Iowa as to the interpretation of the Constitution of the State, and affirmed it. The counties, however, have never paid the interest, and new suits have been brought by the holders of the bonds for the amount due. The defence is that the Courts of Iowa having changed their opinion, the Supreme Court of the United States should do likewise. This the latter Court has refused to do, and in a new series of cases has given judgment against the counties on all bonds issued before the time when the Iowa Supreme Court reversed its own judgment in favor of the validity of the bonds.

The Wisconsin case is of a different character. It appears that on the 2d of March, 1867, Congress amended the act for the removal of causes from the State to the Federal Courts, by providing—

"That where a suit is now pending, or may hereafter be brought in any State Court in which there is a controversy between a citizen of the State in which the suit is brought and a citizen of another State, and the matter in dispute exceeds the sum or value of five hundred dollars, exclusive of interest and costs, and which can be fully determined as between them, then any such defendant, on entering in such State Court, at any time before the trial thereof, or if the trial be had at the first term, then before the final hearing of the cause, a petition for the removal of the suit into the next Circuit Court of the United States to be held in the district where the suit is pending, shall file a bond, with good and sufficient surety, for his entering in such Circuit Court, on the first day of its session, a copy of the record in such suit, and for paying all costs that may be awarded by said Circuit Court if said Court shall hold that said suit was wrongfully or improperly removed thereto, and for the further performance of the duties of the defendant in the premises; and the said bond shall be conditioned as required in other cases. Upon the filing of such petition and bond, and the service of a copy thereof upon the plaintiff or his attorney, it shall be the duty of the State Court to accept the surety and proceed no further in such suit. The said copy may be entered in the United States Court proceed in the same manner as if it had been brought there by original process."

J. C. Akerly, a non-resident, brought suit in 1860, in the Circuit Court of Dane County, Wisconsin, to foreclose a mortgage. The defence interposed counter claims. The plaintiff demurred, and the Court overruled the demurrer. The cause was taken to the Supreme Court of Wisconsin, and that Court sustained the demurrer. The case was tried again resulting in a decree for the defendant. This decree the State Supreme Court set aside, and remanded the case. The third hearing resulted in a judgment for the plaintiff, and upon appeal to the Supreme Court the cause was remanded for further proceedings in conformity with the several judgments of the Supreme Court. At this stage the plaintiff, availing himself of this act of Congress, filed his affidavit, bonds and other papers for the removal of the cause to the United States Courts. The Dane County Court refused to file the papers, and the case is now pending in the State Court. The Supreme Court has assumed jurisdiction, and has delivered an opinion that the cause was rightfully transferred to that Court. Upon the basis of this opinion is that of the Supreme Court of Wisconsin, in which that tribunal decides:

1. That an appeal from the order of the Dane County Court, removing the cause, is a proper proceeding of which the said Supreme Court has jurisdiction.

2. That the several judgments rendered by that Court upon appeals were "final hearings" upon the matters presented by such appeals; that the several points so decided were finally disposed of, and could not be again adjudicated, and the plaintiff and defendants were bound thereby.

3. That, under these circumstances, the case had gone too far to admit its removal to the Federal Courts, and therefore the order for the removal is set aside, and the case continues in the State Court.

4. That while this disposes of the matter before the Court for decision, and renders it unnecessary to pass upon the question, whether it is competent for Congress to authorize a non-resident plaintiff who has voluntarily brought his suit in a State Court to obtain a removal after he has tested the case before said Court, both upon the law and the facts, it is difficult to allow by what authority Congress can authorize a Federal Court to be the original jurisdiction through the process and proceedings of a State Court. Until the passage of this act, the right of removal was confined to non-resident defendants, who were required to exercise that right before conceding any jurisdiction to the State Court. This law makes a great extension of the right, and is, to say:

"If this act is to have the effect claimed for it, if after a non-resident has pursued a citizen of the State there into the State Courts, and there, in such State Court—if after all the important and vital questions in the case have been passed upon, as between the parties, and he sees his adversary's case is clear, and his own is lost, and defeat, he can, by an affidavit under this statute, have the whole case transferred from one court to another court of original jurisdiction to start de novo, and to have a new trial, without for the act the closest scrutiny of the grounds upon which the power to pass it is claimed."

At the present time the cause is pending in both courts, each claiming original jurisdiction. The plaintiff refuses any longer to hold himself subject to any decision of the State Court, and the defendants in like manner ignore the Federal Court. Judgments will probably be rendered in both courts, and then the matter will be further complicated.

The Democratic press have indulged in considerable boasting over the result of the judicial election in Michigan that sprung, claiming to have made great gains, and inaugurated a reaction against the Republican party. It is true they did succeed in electing a few Judges in Republican districts, in consequence of the personal unpopularity of the Republican candidates. But the test vote showing the relative strength of parties was exhibited for Judge of the Supreme Court. The candidates on both sides were acceptable, and there was no personality in the canvass, and the following was the result:

Thomas M. Cooley, Rep.....	83,705
D. B. Bugbee, Dem.....	78,106
Republican majority.....	5,619

A majority of 31,000 in Michigan does not exhibit a very remarkable reaction against the Republican party. Grant's majority last fall, upon an exceedingly full vote, was only 31,481. We judge that the Wolverine State is still attached to Republican principles.

The New York *Sun* is pained to learn that George Francis Train, Esq., opposes the Ocilma movement because "he thinks its "success will be unfavorable to the progress of the great cause of freedom for "Ireland, temperance and Turkish baths."

The *Sun* trusts, however, "that when "Cuba comes to vote for a new President "three years hence, she will overlook this unfriendly opinion, and give to George "Francis the same cordial hearing that she gives to all the other candidates for that "high office."

The Cincinnati *Commercial* states that the present debt of Chicago is about eight millions of dollars, and intimates that when all the bonds are issued for improvements reached upon and when the "park "boulevard system" has been issued, "Chicago "has a fine prospect of being saddled with "a municipal debt anywhere from twenty-five to thirty millions of dollars." This is a great mistake. The debt of Chicago a year from next January will not exceed two millions of dollars, and the city will be amply able to pay it. The *Commercial* does not state what does constitute the "park boulevard system" referred to, but we presume it includes the cost of the parks and boulevards already made and the cost of those contemplated, during the next two years, all that can be expended of it, the debt cannot be increased beyond $12,500,000; and within that period the fund for the redemption of the debt will have been increased by the addition of $500,000.

The parks of Chicago are local matters, for which the city as a whole is not to bear the burden. The South and West Parks are paid for exclusively by a special tax on the neighborhood property. There is an attempt to saddle on the city a debt of about one million of dollars for Lincoln Park, but that measure will not be likely to succeed.

How Travellers are Fleeced.

Now the Pacific Railway is completed there will be double rejoicing on the part of travellers across the continent, for there will be two lines instead of one to travel by. The branch road from the Missouri capital to the Union Pacific is in process of construction, and it will be ready for travel before it is completed. In the meantime, Wells, Fargo & Co. will secure travellers, unless the Europeans get a share of our passenger traffic, which they certainly ought to do at once. A correspondent, who has just been over the route, thus speaks of the infamous extortion practised on passengers:

"Wells, Fargo & Co.'s stages leave Ogden every morning at 8 o'clock, arriving in Virginia City next day at 5 P. M. Each passenger is allowed by the rules of the company to take with him as baggage only fifty pounds, and for all over that amount he is charged at the rate of 25c. per pound. Now, as the passengers must start through all the stages, and up all the hills, the rest is some pounds being over one foot deep. On their way, many passengers, in spite of the rules, take with them a trunk, valise, or carpet-bag, which is usually weighed, and charged for at the above rate. Then, at each station, the passengers have to change their baggage from one stage to another, and as the stages are frequently crowded, the passengers must stand through all the stoppages.

MARINE INTELLIGENCE.

Port of Chicago.

ARRIVED.

SAILED.

MARKETS BY TELEGRAPH.

Foreign Markets.

The Produce Markets.

CHICAGO LUMBER MARKET.

CHICAGO LIVE STOCK MARKET.

CHICAGO DAILY MARKET.

CITY REAL ESTATE FOR SALE

TO RENT—HOUSES.

TO RENT—ROOMS.

BUSINESS CHANCES.

LOST AND FOUND.

FOR SALE.

BOARDING AND LODGING.

BOARD WANTED.

HORSES, CARRIAGES, &c.

HELP WANTED—MALE.

HELP WANTED—FEMALE.

EMPLOYMENT AGENTS.

WANTED—TO RENT.

PARTNERS WANTED.

CORRESPONDENCE WANTED.

STRAYED OR STOLEN.

SITUATIONS WANTED—MALE.

SITUATIONS WANTED—FEMALE.

AGENTS WANTED.

MACHINERY.

PIANOS.

PERSONAL.

COUNTRY REAL ESTATE.

SILVER PLATED WARE.

Gorham Manufacturing Company,
PROVIDENCE, R. I.
Sterling Silver Ware,
AND
Nickel Silverplated Ware.

Orders received from the trade only; but these goods may be obtained from responsible dealers every where.

GLOBE FIRE EXTINGUISHER.

NOTICE! FIRE!

GLOBE FIRE EXTINGUISHER

COMPANY,
No. 4 DEY-ST., NEW YORK.
PATENTED DEC. 1, 1868.

Now in general use all over the world. So simple a child can use, and so cheap.

GREAT REDUCTION IN PRICE.

For safety against destruction by fire, no house or building should be without one.

Equal to a hand fire engine, and always ready for use.

Lower Rates of Insurance will be given where they are used.

REDUCED PRICE LIST.

No. 1.....$25 | No. 3.....$40 | No. 5.....$65
No. 2.....30 | No. 4.....50 | No. 6.....85

First-class Agents wanted. For information, address

GLOBE FIRE EXTINGUISHER CO.,
No. 4 Dey-st., New York.

CLOTHS.

WASHINGTON MILLS,

Lawrence, Mass.,

6-4 Scotch Cheviots,

1869.

These Goods are known in the Trade as "CHEVIOTS" and "PANTOONBURNS," and are the standard and most desirable fabrics which can be made, as to shrinkage in width or thickness of goods or any other desirable quality. Can be had of the principal dealers in the United States.

WASHINGTON MILLS,
LAWRENCE, MASS.

CHEVIOTS, for spring and summer wear.
PANNOCKBURNS, for autumn and winter.

I have been in the habit for the past few years of purchasing from the imported wool, which season can give me a better fabric.

I have also personally visited the mills, as a spectator for several years, and the employment of the most skilful help, and from the above, Mr. James has been successful in producing a cloth which will wear a lifetime of a shrewd dresser, during the past three years, than any other shrewdness in the United States.

Mr. James' customers can be sent to any part of the United States, from the manufacturer's hands, purchasers of medical colleges, hospitals, and from the above, Mr. James has been successful in producing a cloth which will wear a lifetime of a shrewd dresser, during the past three years, than any other shrewdness in the United States.

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OFFICE and PARLORS, 61 and 63 Randolph-st., cor. of Dearborn, up-stairs, in office from 9 a. m. to 9 p. m.

Treatise on diseases of the sexually, sent in sealed envelope, free of charge. Address DR. JAMES, P. O. Drawer 6323, Chicago, Ill.

Private Matters.

Dr. J. H. CLARK—Specialist in the treatment of Diseases and Difficulties of a Private nature—has removed from "No. 4 Lacrosse Block," to residence on cor. of Clark and Madison-sts.—entrance at 196 Clark-st.—where he can be confidentially consulted at all hours, from 9 a. m. to 8 p. m. Sundays excepted. Medicines sent by express to all parts of the country. Office fee, $5. Cure sure and infallible remedies. Female Difficulties treated with safety and success. Send stamp for Circular to Patients. Private Entrance at "Dr. CLARK, P. O. Drawer 6961, Chicago, Ill."

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and Future Prospects, to life truly revealed by Dr. Buchanan, at his Rooms, 63 Randolph-st., Chicago. Ill. Persons desiring to know the events of their future life, should call at once. Terms, $1 and upward, according to circumstances. Consultations free and confidential.

SPECIAL NOTICES.

Schenck's Pulmonic Syrup,
Schenck's Sea Weed Tonic,
Schenck's Mandrake Pills.

These three medicines, used together, or each alone, as the case may require, are the only means by which Pulmonary Consumption can be cured, and DR. J. H. SCHENCK, the proprietor of them, resides personally in Philadelphia, where he may be consulted professionally, free of charge, either personally or by letter. He has also a series of books on Consumption, Liver Complaint, and Dyspepsia, and on the Nature and Treatment of Scrofula, Ulcers, Skin Diseases, &c., to which he invites the attention of the afflicted. These books he will send by mail, free of charge, to any address. Full directions for using his medicines accompany each book. Schenck's Pulmonic Syrup is for the cure of Consumption, Bronchitis, Coughs, Colds, Asthma, and all diseases of the Throat and Lungs. Schenck's Sea Weed Tonic is a Sea Weed Jelly, prepared from the Sea Weed, and is to be taken with the Pulmonic Syrup and Mandrake Pills, when the patient has a cough, and the Tonic alone when he has not. Schenck's Mandrake Pills are to clear the liver of disease when it is necessary, and to act on the stomach and bowels, as occasion may require. For full directions, see pamphlet. Sold by all druggists.

MEDICAL CARDS.

Dr. James,

31 and 33 Randolph-st., formerly of James' Lock Hospital, has been in practice here for 15 years, and for the last three years of Chicago, has enjoyed a greater practice than any physician in the United States.

Dr. James' treatment is the most successful of the United States, from the wonderful results, preference of medical colleges, hospitals, and from the above, Dr. James has been successful in producing a cloth which will wear a lifetime of a shrewd dresser, during the past three years, than any other physician in the United States.

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WATCHES.

The Collins Oroide Watch Factory

Cases of the COLLINS METAL (Improved Oroide.)

SPECIAL NOTICE.

Our superior Oroide Watches having recently been installed, and exclusive wardens sold in New York, Boston, Philadelphia, and Chicago, we are pleased to announce to the public that we have now commenced the manufacture of Watches on a more extensive scale than ever before, and are now prepared to fill orders to any amount. We have also made such improvements in the machinery used in the manufacture of our cases, that they are now fully equal to the best Gold cases in appearance, and are warranted to wear for twenty years. We have also made such improvements in the movements that they are now fully equal to the best Gold movements manufactured in this country, and are warranted to keep correct time for one year. We have also made such improvements in the movements that they are now fully equal to the best Gold movements manufactured in this country, and are warranted to keep correct time for one year.

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PROPOSALS.

STATE REFORM SCHOOL FOR JUVENILE OFFENDERS.

NOTICE is hereby given, that sealed proposals will be received by the Board of Trustees of the State Reform School, in pursuance of an act of the Legislature, passed March 5, 1867, as indorsements—or sale for the location of said School, at Springfield, Illinois, until 12 o'clock M. of the 1st day of June, A. D. 1869, at which time said proposals will be opened and acted upon by said Board.

Said proposals must be addressed to Isaiah Morris, Springfield, Ill., and must be accompanied by a bond, with sufficient sureties, in the penal sum of $50,000, conditioned that the party making such proposals will, if his proposals are accepted, enter into a contract with said Board, for the location of said School, at the place designated in his proposals, within thirty days after the acceptance of his proposals by said Board.

Said proposals must state the number of acres of land proposed to be donated for the location of said School, and the price per acre, if any, proposed to be paid for the same, and must also state the number of acres of timber land, if any, proposed to be donated, and the price per acre, if any, proposed to be paid for the same.

Said proposals must also

PACIFIC RAILROAD.

Completion of the Great Iron Belt Across the Continent.

Laying of the Last Rail in the Highway Between the Oceans.

Imposing Ceremonies at Promontory Point, Utah Territory.

Chicago Demonstrates in Honor of the Auspicious Event.

A Magnificent Procession, Eight Miles Long, on Parade.

The Demonstration Witnessed by Over One Hundred Thousand People.

Grand Mass Meeting at Library Hall.

Addresses by Vice President Colfax, Governor Bross, Mayor Rice, Hon. N. B. Judd and Hon. J. C. Dore.

Rejoicing at Washington, Omaha, New York, etc.

AT PROMONTORY POINT.

Special Despatch to The Chicago Tribune.

PROMONTORY SUMMIT, Utah, May 10.

The preparations for formally uniting the two grand divisions of the great Pacific railway were all completed early this morning, and Governor Stanford with friends from the Pacific coast were in waiting to welcome the swelling the arrival of the Directors of the Union Pacific from the East to commence the ceremony.

ARRIVAL OF THE UNION PACIFIC.

At 9:30 a. m., engine 119 with a palace and two passenger cars with Vice President Durant, Directors Dodge and Sidney Dillon, Chief Engineer Casement, L. W. Coe, Superintendent of the Pacific Union Express Company; Colonel Copeland, Dr. Durant, Dr. F. Bloomfield, one of the twelve apostles from Ogden; Bishop C. Wm. Apostle, from Ogden; Lorin Farr, Mayor of Ogden; J. H. Simmons, editor of the Salt Lake Telegraph; Colonel Wm. Jennings, Vice President of the Utah Central Railroad; Bishop Jas. Sharp; Colonel Reed, Superintendent of Indian Affairs; Colonel F. Little, Director of Utah Central Railroad; S. B. Reed, Superintendent of Construction of Utah Central Railroad; Colonel Seymour, Consulting Engineer Union Pacific Railroad; General Dyra, United States Army; Colonel Dyer, assistant Quartermaster General; E. B. Connor, United States Army; Mrs. S. B. Reed, Miss Annie Reed, Mrs. E. F. North, Mrs. Clough, Mrs. O. C. Smith, Mrs. Dr. Kennedy, Mrs. Jno. H. Strowbridge, who has accompanied the camp. Construction train from Sacramento; and Mr. Farnsworth, assistant of the Master Track-Layer, representing the ladies of the Pacific coast, with five companies of the Twenty-first United States infantry, and invited guests on board, arrived, and hearty congratulations were exchanged between the eastern and western sections of the Union.

The day was clear and beautiful, and the little gathering of men and women represented almost all classes of our people, from the humblest citizen to the highest civil and military authorities, every State from the Atlantic to the Pacific, and every Nation, met to enact the last scene in the mighty drama of peace on a little grassy plain surrounded by grand mountains, on the broad summit of the Wasatch Mountains, looking down on the placid blue water of the Inland Sea, and the sage plains of Utah, twelve hundred miles from the Missouri River, and seven hundred miles from the Pacific Ocean, each clad in its peculiar costume, met and mingled, and forgot all distinctions of class, all prejudices, race and nationality were forgotten for the moment in the all absorbing interest of the grand event of history and civilization about to take place.

THE JUNCTION.

Both parties being in readiness the ties were thrown down on the north side, and about one hundred feet, and the employes, two companies, approached with the rails to fill the gap.

Thereupon Superintendent Coe, in behalf of the Pacific Union Express, presented the sledge with which to drive the final spike. Governor Stanford and Vice President Durant now advanced, took hold of the sledge, and drove the last spike, while the multitude cheered, and Telegraph Operator Sharman, who was elected Chairman of the meeting, announced the great work done. The silence at the moment was unbroken and a great cheer went forth which, while it yet quivered on the gladdened air, was caught up by the rolling lightning, and borne to the uttermost parts of the earth. Cheer followed cheer for the union of the Atlantic and Pacific, for the Pacific Railroad, completed and their officers, and the President of the United States. All was over. Glory be to God in the highest; on earth peace and good will toward men.

IN CHICAGO.

The gradual epoch in the history of Chicago was that which occurred on yesterday, in the laying of the last connecting rail of the Pacific railroad, the Pacific Railroad, which cements the national and commercial interests of the eastward and westward extremes of the American continent. This events, stupendous in its results as affecting the future of the country, if not the entire world, is to Chicago the day of the dawning of a future greatness and prosperity of the city, and it fully appreciated that Chicago should rejoice. She did rejoice, and that in a manner and style peculiarly her own. Business is business all over the world, but especially so in Chicago. Here societies and organizations of a benevolent, religious and reformatory, benevolent and political character, generally do the celebrating and parading, while the business men of the city attend to their business and since of the metropolitan academy, the banks and warehouses; for the wheels of trade must not be stayed for the celebration of events. Indeed, it is but once in a lifetime that there is a jubilee of its own. Even then the provocation must be great to induce the immense gon. Yesterday the provocation and the gon came together, and such a time as business did! Long before the sun had made a marvel and a theme for wonderment that there was to come, Chicago never witnessed such a demonstration. There have been grand processions of all sorts or organizations, cannon balls flung, fire-works ignited, bonfires lighted, and, including the inauguration of Lincoln, the Union of Republican Transportation wagons, teams of mangificent horses and wholesome women, carriages, hacks, omnibuses and vehicles of any and all descriptions, on Clark street, the right roaring thoroughfare of the city, but never before was there the commingling of the various constituent elements of society that was witnessed yesterday. Everybody was there. The streets were all the bottom of the city, and business was suspended for the day. Even the saloons were closed for the first time, yesterday, ceased to go up a frazzle, and the thoughtful Germans were as